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CLASSIFICATION	SECRET		25X1
COUNTRY	East Germany	REPORT NO.	
TOPIC	Information on the Central Motor Vehicle Repair Shop in Zeesen		25X1X
EVALUATION	see below	PLACE OBTAINED	
DATE OF CONTENT	September 1952 to June 1953		25X1X
DATE OBTAINED		DATE PREPARED	7 August 1953
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

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1. From November 1952 through June 1953, a monthly average of 50 to 60 trucks, 20 tank trucks, and 10 to 15 x 1-ton Ford ambulances were repaired at the Central Motor Vehicle Repair Shop in Zeesen. In June, the jeep repair department was moved from Oberschoeneweide to Zeesen. About 25 jeeps underwent complete overhaul at Zeesen in June. ¹ Although only one 8-hour shift was worked, the capacity of the installation was not fully utilized during the period under review. For this reason, the manufacture of oilpans, engine cowlings and other auxiliary parts was started. In May, the machining of tank bogie wheels was begun. Source believed that the production of the plant suffered from a shortage of spare parts, such as bolts, high-quality springs etc. Trucks often were on the deadline for a long time before they could be repaired, although there was no shortage of personnel. On the other hand, repaired motor vehicles often remained parked for a long time at the installation before they were picked up by the Soviet units which had turned them in.

2. The following numbers of motor vehicles underwent general overhaul at Zeesen from September 1952 through June 1953:

September:	60 trucks and 15 tank trucks;
October:	75 " 65 " ;
November:	60 " 40 " ;
December:	50 " 40 " ;
January:	45 " 15 " and 15 x 1-ton Ford ambulances;
February:	60 " 15 " and 15 x 1-ton " ;
March:	64 " 10 " and 10 x 1-ton " ;
April:	50 " 14 " and 20 x 1-ton " ;
May:	60 " 12 " and 5 x 1-ton " ;
June:	60 " 14 " and 20 jeeps.

In December 1952, about 75 x 1-ton Ford ambulances had been turned in for repair from Leipzig. By early May 1953, the majority of these vehicles was returned to Leipzig alongside of 10 ambulances, which had not yet been returned.

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3. On the average, 200 to 250 engines in need of general overhaul are being turned in every month. These engines are forwarded to Oberschoeneweide. The engines turned in by troop units are replaced by other engines. Since mid-April, repair shop trucks have been provided with vulcanizer. ³ In late November, about 1,000 unfinished tank bogie wheels arrived in Zeesen from Leipzig. The bogie wheels weighed 18 kg, had a diameter of 35 centimeters and a thickness of four centimeters. Their rim was reinforced. The bore had a diameter of 7 centimeters. In early March, another 4,000 unfinished tank bogie wheels which had a diameter of 40 centimeters arrived from Ketschendorf. These bogie wheels were to be machined in Zeesen. ⁴ In mid-December 1952, Major Mazarov (fnu), chief of the repair shop, was replaced by Lieutenant Colonel Koshkin (fnu). Mazarov alongside of Major Krasnenko and Captain Zadecki was transferred to the USSR. ⁵

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1. ☐ Comment. The data on the monthly output of the installation agrees with previous information. ☐

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2. ☐ Comment. According to available information, repair work on motor vehicles is organized as follows:

53d Central Repair Shop:

Oberschoeneweide branch plant: Overhaul and manufacture of motors;
manufacture of spare parts and superstructures for
repair shop trucks;
general repair on buses;
and prior to 31 May 1953, also repair work on jeeps.
Zeeseen branch plant: Repair work on trucks and sedans;
overhaul of tank trucks;
after 1 June, repair work on jeeps and possibly
manufacture of superstructures for repair shop trucks.

54th Central Repair Shop:Leipzig Plant:

Repair work on trucks and sedans;
overhaul of tank trucks and ambulances.

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3. ☐ Comment. Repair shop trucks are assigned to troop units for the performance of minor repairs.

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4. ☐ Comment. The correctness of the information on the manufacture of tank spare parts, which is received for the first time, is doubted.

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5. ☐ Comment. All the officers mentioned were known previously. Major Mazarov's transfer to Moscow was already mentioned in May 1952. Major Krasnenko from Oberschoeneweide acted as Major Mazarov's deputy when the latter was on leave in March 1952. Captain Zadecki was observed in Zeeseen in December 1951. Lieutenant Colonel Koshkin, was assigned as major to the 54th Central Repair Shop in Leipzig in May 1951. His transfer to Zeeseen therefore appears credible.

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